

RTIP ID# <i>(required)</i> RIV62031				
Project Description <i>(clearly describe project)</i> <p>The proposed I-15/SR-79 South interchange improvements would include modifying the southbound I-15 ramps, the northbound I-15 ramps, and SR-79 South. The existing southbound exit ramp to SR-79 South will be eliminated and replaced with a new far side exit loop ramp which is paired with a new southbound entrance ramp which will intersect SR-79 South opposite the existing Front Street intersection. The southbound exit will be reconfigured to provide a two (2) lane exit with 1,300 feet of auxiliary lane preceding the exit. A new bridge structure will be constructed over SR-79 South to accommodate the new southbound exit ramp configuration. The proposed bridge structure would appear similar to the existing I-15 bridge structures that extend over SR-79 South. Additionally, the northbound I-15 off-ramp would be widened in order to provide four (4) lanes at the ramp intersection. The northbound entrance ramp will be widened to provide a three (3) lane ramp meter entrance at the ramp intersection and a two (2) lane entrance to the I-15. Lastly, improvements include elimination of the curb and gutter and parkway on the south side of SR-79 South through the interchange area and restriping to provide three (3) through lanes and two (2) left turn lanes in each direction of travel.</p> <p>Structures within the project include four (4) retaining walls and one bridge structure with associated abutment walls and wing walls. The proposed retaining walls range in height from 2 to 14 feet; refer to the above referenced exhibit for exact location and heights of proposed retaining walls. Due to horizontal constraints along SR-79, there would not be any slope paving against the bridge abutments. All proposed structures would consist of concrete material. The proposed architectural treatments and height for the proposed bridge structure have been designed to match the existing bridge structures. Any aesthetic treatments will be determined during the PS&E phase with coordination with the City of Temecula. Note that no sound walls exist for the proposed project.</p> <p>The project would require the partial disturbance of soil within state right-of-way to the west of I-15.</p>				
Type of Project <i>(use Table 1 on instruction sheet)</i> Reconfigure new interchange				
County Riverside	Narrative Location/Route & Postmiles The proposed project is located in the City of Temecula, County of Riverside, at the existing interchange of Interstate 15 (I-15) and State Route 79 South (SR-79 South) from post mile (PM) 3.0 to 4.0 Caltrans Projects – EA# 432300			
Lead Agency: City of Temecula				
Contact Person Avlin Odviar	Phone# 951.694.6411	Fax# 951.694.6475	Email Avlin.Odvlar@cityoftemecula.org	
Hot Spot Pollutant of Concern <i>(check one or both)</i> PM2.5 X PM10 X				
Federal Action for which Project-Level PM Conformity is Needed <i>(check appropriate box)</i>				
X	Categorical Exclusion (NEPA)	EA or Draft EIS	FONSI or Final EIS	PS&E or Construction
Other				
Scheduled Date of Federal Action: August 2007				
Current Programming Dates <i>as appropriate</i>				
	PE/Environmental	ENG	ROW	CON
Start	Feb 2005	Dec 2007	Jun 2008	Jun 2009
End	June 2007	Dec 2008	Mar 2009	Dec 2010

Project Purpose and Need (Summary): *(attach additional sheets as necessary)*

The I-15/SR-79S interchange improvement project is being developed to accommodate traffic generated by future development of the City's *General Plan* and regional traffic increases forecasted for the year 2030. The project need and purpose was established by the Project Study Report (PSR) approved in April 2004 which concluded that projected traffic volume increases would exceed the capacity of the interim interchange improvements, which were constructed by the Riverside County Transportation Department (RCTD) in 1998. The proposed improvements will ensure that all highway facilities within the interchange area continue to operate at LOS E or better for year 2030 forecast traffic conditions while eliminating the existing nonstandard intersection spacing.

The need for the project is warranted based on the following three (3) critical elements:

- Anticipated operational deficiencies from increased traffic demand and congestion from the forecasted growth and development in the area;
- Increase in the potential of accidents; and
- The Department's condition of approval for construction of the Western Bypass Corridor by the City of Temecula.

Surrounding Land Use/Traffic Generators *(especially effect on diesel traffic)*

The adjoining commercial uses to the northwest are designated as service commercial uses; uses located to the north of the service commercial area are designated as the Old Town Temecula Specific Plan.

Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility
 Year 2010 (opening year) volumes were derived by a linear interpolation from year 2004 to year 2030; refer to Table 1 (Opening Year Traffic Data). The forecasts were derived using the City of Temecula Traffic Model (TTM), which is a focused model encompassing all of western Riverside County. Note, that as this project consists of an interchange reconfiguration, traffic volumes and fleet mixes would not change between the Build and No Build options.

Table 1
Opening Year Traffic Data

	Opening Year (2010)					
	No Build			Build		
	AADT	% Heavy Trucks ¹	# Heavy Trucks	AADT	% Heavy Trucks ¹	# Heavy Trucks
I-15/SR-79 South Ramps						
NB Exit	12,200	11.1	1,354	12,200	11.1	1,354
NB Entrance	24,600	11.1	2,731	24,600	11.1	2,731
SB Exit	24,900	11.1	2,764	24,900	11.1	2,764
SB Entrance	15,900	11.1	1,765	15,900	11.1	1,765
I-15 Mainline						
NB north of I-15/SR-79 So.	81,800	7.05	5,767	81,800	7.05	5,767
SB north of I-15/SR-79 So.	83,500	7.05	5,887	83,500	7.05	5,887
NB south of I-15/SR-79 So.	71,800	6.75	4,847	71,800	6.75	4,847
SB south of I-15/SR-79 So.	72,500	6.75	4,894	72,500	6.75	4,894
1 – Note that the truck percentage for the I-15/SR-79S ramps was conservatively derived from the percent of heavy truck traffic along State Route 79. Actual truck percentages are expected to be much lower.						

Table 2 (Opening Year LOS) summarizes forecast year 2010 Build and No Build AM peak hour and PM peak hour average stopped delay per vehicle, and corresponding LOS of the study intersections.

Table 2
Opening Year LOS

Intersections	Year 2010 No Build		Year 2010 Build	
	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
	Delay - LOS	Delay - LOS	Delay - LOS	Delay - LOS
SR-79 South / I-15 SB Ramps	47.2 - D	71.5 - E	32.4 - C	37.7 - D
SR-79 South / I-15 NB Ramps	14.3 - B	34.8 - C	10.7 - B	21.1 - C
Note: Delay shown in seconds				

RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

The I-15/SR-79 South Traffic Forecast Volumes report provides year 2030 traffic forecasts for the I-15/SR-79 South interchange based on future land uses in the surrounding area; refer to Table 3 (Horizon Year Traffic Volumes). The forecasts were derived using the City of Temecula Traffic Model (TTM), which is a focused model encompassing all of western Riverside County. The City has recently approved an update to their General Plan including both the Land Use Element and the Circulation Element, and part of the work carried out to support the Circulation Element update included a major update to the TTM. Note, that as this project consists of an interchange reconfiguration, traffic volumes and fleet mixes would not change between the Build and No Build options.

Table 3
Horizon Year Traffic Volumes

	Horizon Year (2030)					
	No Build			Build		
	AADT	% Heavy Trucks ¹	# Heavy Trucks	AADT	% Heavy Trucks ¹	# Heavy Trucks
I-15/SR-79 South Ramps						
NB Exit	20,700	11.1	2,298	20,700	11.1	2,298
NB Entrance	30,200	11.1	3,352	30,200	11.1	3,352
SB Exit	31,100	11.1	3,452	31,100	11.1	3,452
SB Entrance	20,100	11.1	2,231	20,100	11.1	2,231
I-15 Mainline						
NB north of I-15/SR-79 So.	106,100	7.05	7,480	106,100	7.05	7,480
SB north of I-15/SR-79 So.	113,400	7.05	7,995	113,400	7.05	7,995
NB south of I-15/SR-79 So.	97,700	6.75	6,595	97,700	6.75	6,595
SB south of I-15/SR-79 So.	100,800	6.75	6,804	100,800	6.75	6,804
1 – Note that the truck percentage for the I-15/SR-79S ramps was conservatively derived from the percent of heavy truck traffic along State Route 79. Actual truck percentages are expected to be much lower.						

Table 4 (Horizon Year LOS) summarizes forecast year 2030 Build and No Build AM peak hour and PM peak hour average stopped delay per vehicle, and corresponding LOS of the study intersections.

Table 4
Horizon Year LOS

Intersections	Year 2030 No Build		Year 2030 Build	
	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
	Delay - LOS	Delay - LOS	Delay - LOS	Delay - LOS
SR-79 South / I-15 SB Ramps	268.7 - F	200.8 - F	37.9 - D	38.6 - D
SR-79 South / I-15 NB Ramps	105.0 - F	216.8 - F	21.8 - C	59.1 - E
Note: Delay shown in seconds				

Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

Refer to Tables 1 and 2 above.

RTP Horizon Year / Design Year: If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

Refer to Tables 3 and 4 above.

Describe potential traffic redistribution effects of congestion relief (*impact on other facilities*)

Some traffic delays can be expected during construction of the project. However, the traffic impacts during construction are only temporary in nature and will cease upon completion of construction activities. A Traffic Management Plan (TMP) would be developed and incorporated as part of the project design prior to the onset of construction to minimize disruption to the existing traffic flow conditions. All potentially affected agencies would be notified of the proposed project, and their input incorporated into the TMP.

During the operational phase, the proposed project would result in the modification of the existing entrance and exit ramps at the I-15/SR-79S interchange and to the SR-79S mainline. No modifications to the existing I-15 mainline are planned as part of the project. Thus, local traffic is not expected to be significantly redistributed.

Comments/Explanation/Details (*attach additional sheets as necessary*)

Conformity determinations require the analysis of direct and indirect emissions associated with the proposed project and compare them to the without project condition. If the total of direct and indirect emissions from the project reaches or exceeds regionally significant thresholds, the Lead Agency must perform a conformity determination to demonstrate the positive conformity of the federal action.

The I-15/SR-79S interchange project is classified as a Category 4A project as defined in the Caltrans Project Development Procedures Manual (7th Edition, Part 2, Chapter 8, Section 5) because: 1) the interchange is an existing facility, 2) a revised freeway agreement is not required, and 3) traffic capacity is substantially increased. The cost of the proposed improvements is approximately \$12.8 million. The Project Approval/Environmental Document (PA/ED) phase of the project is scheduled for completion in 2007 and will be financed using local funds. Funding for final Plan, Specifications, and Estimates (PS&E) and construction is anticipated to be accommodated through local funding sources.

The project is included in the Southern California Association of Governments (SCAG) 2004 Regional Transportation Plan (RTP). The project is also programmed within the adopted 2004 Regional Transportation Improvement Program (RTIP) for fiscal year (FY) 2004/05-2007/08 as a State Highway Project:

#RIV62031: At I-15/SR-79S IC - IC MODIFICATION/RECONFIGURE RAMPS INCLUDING SB RAMPS REMOVAL, CONSTRUCT NEW SB EXIT/ENTRY RAMPS (2 LNS), & FRONT ST REALIGN/CHANNELIZATION IMPROVEMENTS.

As noted above, under the existing condition, the study intersections operate at an acceptable LOS (LOS E or better) for year 2004 and forecast year 2010. For forecast year 2030, the study intersections are forecast to operate at an unacceptable LOS (LOS F). With the proposed improvements, the study intersections are forecast to operate at an acceptable LOS (LOS E or better) for year 2010 and year 2030. Although the I-15 mainline experiences two-way volumes in excess of 125,000 vehicles per day (vpd), the total volume of heavy truck traffic ranges from 6.75 to 7.05 percent of the total ADT under existing and forecast Year 2030 conditions. For the on- and off-ramps, the percent of heavy truck traffic was conservatively derived from the traffic associated with SR-79. Actual percentages are anticipated to be much lower. Note that this interchange does not serve any ports, rail yards or other significant sources of particulate matter.

Based upon the information provided above, the project is not expected to introduce significant amounts of diesel truck traffic and is not considered a project of significant concern per the definition contained within 40 CFR 93.123(b)(1). Thus, a less than significant impact with respect to PM_{2.5} and PM₁₀ would occur.